

SECTION 6.0

OTHER CONSIDERATIONS

CHAPTER 6.0

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6.1 GROWTH INDUCING EFFECTS OF THE PROPOSED PROJECT

A growth inducing impact is defined as an impact that fosters economic or population growth either directly or indirectly. Included in this definition are public works projects that would remove obstacles to population growth. Direct growth inducement would result if a project, for example, involved the construction of new housing. Indirect growth inducement would result if a project established substantial new permanent employment opportunities (e.g., new commercial, industrial, or governmental enterprises) or if it involved a construction effort with substantial short-term employment opportunities that would indirectly stimulate the need for additional housing and services.

Growth inducement may constitute an adverse impact if the growth is not consistent with or accommodated by the land use plans and growth management plans and policies for the area affected. Local land use plans provide for land use development patterns and growth policies that allow for orderly urban development supported by adequate urban public services, such as water supply, roadway infrastructure, sewer services, and solid waste services. A project that would induce "disorderly" growth (*i.e.*, conflict with the local land use plans) could indirectly cause additional adverse environmental impacts and other public services impacts.

LAND USE AND PLANNING

The proposed Sunset-Athens Connector Road would facilitate growth to occur on adjacent lands within the SIA. Since the proposed project is located within a designated industrial area (SIA) that was designed to provide opportunities for economic development, growth in the vicinity of the road would be consistent with the land use designation for the area, and CEQA environmental documentation has already been completed for the development of the entire SIA as part of the Sunset Industrial Area Plan EIR (Placer County, 1997). Therefore, the proposed project would not be considered growth inducing.

Construction of the road, however, does open up the lands for development perhaps sooner than would occur otherwise. Although these lands have been planned for development, the road allows ready access and usage to the lands that it borders. This could have growth-inducing impacts, although these impacts have already been addressed by the SIA Plan EIR. In terms of project specific impacts, future projects on these lands would be subject to the scrutiny, review, and environmental analysis provided for by Placer

County, CEQA, and all responsible agencies. Each proposed development would require all necessary permits and approvals before it could move forward.

As such, although the proposed road makes currently land-locked lands more accessible to development, the County and CEQA process would be required prior to any project approvals. In addition, development of these lands has been planned and anticipated by the County General Plan and the SIA Plan. This would be a less than significant impact, not requiring mitigation.

TRANSPORTATION AND TRAFFIC

The project would provide a connecting roadway between Sunset Avenue and Athens Road. The project would accommodate planned growth in the project area, as discussed in the SIA Plan EIR. This project would not cause other projects planned within a twenty-year horizon, such as Placer Parkway and Phase 1 of the Villages at Blue Oaks to be fast-tracked as a result of project construction. Access would be easier for development within the immediate vicinity of the project, however, such as build out of facilities/projects that front the Sunset-Athens Connector Road.

HAZARDS AND HAZARDOUS MATERIALS

During project construction, hazardous materials such as fuels, oils, and other materials would be used and stored. If disposed of properly, hazardous material would not be a hazard to people or the environment. No growth inducement would result from this resource.

NOISE

No growth inducement would result from this resource.

GEOLOGY AND SOILS

No growth inducement would result from this resource.

HYDROLOGY AND WATER QUALITY

No growth inducement would result from this resource

BIOLOGICAL RESOURCES

No growth inducement would result from this resource.

AIR QUALITY

No growth inducement would result from this resource.

CULTURAL RESOURCES

No growth inducement would result from this resource.

UTILITIES AND SERVICE SYSTEMS

A natural gas line will be relocated as part of the project to allow construction of the Sunset extension bridge. An existing gas line already follows the Sunset extension alignment, and therefore the proposed project will not bring gas service to an area that does not already have it. There would be no growth inducing effect of the gas line relocation.

AESTHETICS

No growth inducement would result from this resource.

6.2 SUMMARY OF CUMULATIVE IMPACTS

“Cumulative impacts” refers to the effects of two or more projects that, when combined, are considerable or compound other environmental effects. Several planned or approved development projects are located in the project area vicinity. Projects within the general proximity of the proposed road include the following:

- **Highway 65/Sunset Avenue Interchange:** A project is in the environmental and design stage to construct an overpass with offramps and onramps at the Highway 65 and Sunset Avenue Intersection.
- **Stanford Ranch West:** 690 acres that will be subdivided into 46 lots consisting of light industrial, commercial, industrial reserve, and open space uses.
- **Twelve Bridges:** An approved 5,700-acre mixed-use project in the City of Lincoln consisting of approximately 9,775 dwelling units, 100 acres of commercial uses, 81 acres of employee center uses, 88 acres of public uses, and 2,338 acres of open space and recreation uses.
- **Lincoln Crossing:** An approved 1,070-acre mixed-use project in the City of Lincoln consisting of approximately 3,073 dwelling units, 44 acres of commercial uses, 78 acres of public uses, and 363 acres of open space uses.
- **Sunset West:** An approved mixed-use project in the City of Rocklin consisting of approximately 3,081 dwelling units, 67 acres of commercial uses, 66 acres of industrial uses, 39 acres for schools, and 200 acres of open space and park uses.

- **Del Webb:** An approved mixed-use project in the City of Roseville consisting of approximately 3,500 dwelling units, 477 acres of parks and recreation uses, and 21 acres of commercial uses.
- **North Roseville Specific Plan:** A proposed mixed-use project in the City of Roseville. Portions of Phases I and II adjacent to the SIA would consist of approximately 3,084 dwelling units, 38 acres of commercial uses, 4 acres of business profession uses, 210 acres of open space and park uses, and 42 acres of public uses.
- **Phase I of The Villages at Blue Oaks:** A proposed mixed-use project that would annex to the City of Roseville. The proposed project would consist of approximately 3,568 dwelling units, 27 acres of commercial uses, and 90 acres of park and recreation uses.
- **Placer Parkway:** A proposed 15-mile long, east-west transportation corridor that will connect rapidly growing western Placer County with Sutter County industrial development and the airport to the west, linking State Highway 65 with State Highway 70/99. This project is within the study area for the Sunset-Athens Connector Road project. Two, or possibly more alternative road alignments could cross over the proposed Sunset-Athens Connector Road.
- **Foothills Boulevard Extension:** A proposed extension of Foothills Boulevard northerly from its current terminus north of Blue Oaks Boulevard in the City of Roseville to Sunset Boulevard.
- **De la Salle University:** A proposed private university and high school plus commercial and residential land uses. This project would provide 2,340 dwelling units in its 1,100-acre site. The project is located north of Baseline Road, east of Brewer Road, and west of the future extension of Watt Avenue.

Other projects are planned in the area that could cumulatively affect specific environmental resources, such as the proposed City of Lincoln wastewater treatment plant's potential effect on water quality in Auburn Ravine. The following is a summary of cumulative impacts related to the proposed project by each environmental topic issue described in Chapter 4.0 - Environmental Analysis.

The project will be in an area designated by the County for industrial development - the Sunset Industrial Area (SIA). The County prepared an EIR for the SIA Plan (Placer County, 1997), which analyzed the environmental impacts of future development, anticipated being located within the area. That EIR concluded that some of those impacts would be significant. Therefore, any future projects built in the SIA may contribute in to the total cumulative impacts that have previously been found to exist. As such, the proposed roadway would contribute incrementally to those cumulative impacts. The cumulative significant impacts identified by the SIA Plan EIR are set forth following, along with a summary of the conclusion in this EIR about the contribution of this project to the identified cumulative impacts.

LAND USE AND PLANNING

Conversion of agricultural lands in California and subsequent land use conflicts of urban uses in close proximity to active agricultural lands continues to be a statewide concern. The proposed project is located in an area designed by the County to be industrialized, the SIA. The County has earlier prepared

an Environmental Impact Report (Sunset Industrial Area Plan EIR) on the plan for that area covering the environmental impacts of future development proposed for and anticipated to be located within it. The proposed project will contribute incrementally to the cumulative loss of agricultural lands that was identified as a cumulatively significant impact in the SIA Plan EIR by development on approximately 20 acres that are currently used for grazing. No areas designated as prime farmland would be affected. There are no Williamson Act contracts within the project site or adjacent to the site. The closest agricultural land under a Williamson Act contract is located west of Fiddymment Road and north of Athens Avenue. Nonetheless, the proposed project's contribution to the cumulatively significant impact identified in the SIA Plan EIR is considered cumulatively significant and unavoidable. However, the MOU between UAIC and the County requires that UAIC mitigate for loss of open space by contributing \$200,000 per year to the Placer Legacy.

TRANSPORTATION AND CIRCULATION

Traffic impacts were evaluated in terms of impacts at study intersections for Cumulative No Project and Cumulative Plus Project conditions. The most recent comprehensive traffic analysis in the vicinity of the proposed project site concerned the proposed annexation of approximately 1,850 acres from unincorporated Placer County into the City of Rocklin. If approved, that annexation would facilitate the planned development of 1,350 acres consisting of the proposed Sunset Ranchos project and the adjacent Parcel K residential project as well as an additional 500 acres of non-residential development directly east of SR 65.

The traffic impacts of the proposed City of Rocklin annexation were analyzed under the direction of the City of Rocklin using the City's traffic model (Fehr & Peers, 2000). Those results were reported in a previous study conducted by Fehr & Peers in July 12, 2000 for the annexation of Sunset Ranchos into City of Rocklin. To ensure consistency with the Sunset Ranchos analysis, this analysis of the proposed project has incorporated key information from the Sunset Ranchos report. Of particular importance is the use of the Sunset Ranchos "Cumulative Conditions - Scenario 3" land use and transportation system assumptions for the Cumulative No Project analysis in this study. That scenario represents buildout of the City of Rocklin annexation area under the proposed zoning, which also represents the most intense land use scenario evaluated in the Sunset Ranchos analysis. The City of Rocklin 2020 Traffic Model was modified to include "2020 Market" land use development in Roseville, Rocklin, Lincoln, Loomis, and unincorporated Placer County for the annexation.

Analysis of cumulative conditions reflect the assumed build out of the Sunset Ranchos project, Parcel K Project, Placer Ranch, and JBC Investments properties with their proposed zonings. Additionally, year 2020 levels of development were assumed for the Lincoln Aircenter, Bickford Ranch, and Placer Vineyards projects. Land use types for the assumed build out projects are single-family, multi-family, commercial, business professional, light industrial, and manufacturing.

As appropriate, model-generated traffic projections were adjusted to ensure a reasonable level of consistency with the results of previous traffic studies in the area. Those previous studies, which collectively addressed future volumes for SR 65, Industrial Avenue, and the various SR 65 interchanges, include:

- Final Traffic Analysis Report for the State Route 65 Widening from Blue Oaks Boulevard to Industrial Avenue and the Twelve Bridges Drive Interchange (prepared for the City of Lincoln and Mark Thomas & Company by Fehr & Peers Associates, May 8, 1998);
- Traffic Analysis for the State Route 65/Sunset Boulevard Interchange Project Study Report (prepared for Mark Thomas & Co. by Fehr & Peers Associates, Inc., March 1, 2000); and
- Traffic Analysis for the State Route 65/Whitney Boulevard Interchange, (prepared for Mark Thomas & Co., Inc. by Fehr & Peers Associates, Inc., March 3, 2000).
- Fehr & Peers Associates, 1999. Traffic Impact Study for the Auburn Rancheria Gaming Facility. November 23, 1999.
- Fehr & Peers Associates, Inc., 2001. Revised Draft Report, Traffic Impact Study for the Auburn Rancheria Gaming Facility. August 2001.

Despite substantial efforts to ensure a reasonable level of consistency among all of the previous analyses, it must be noted that the future year traffic volumes derived here are not necessarily the same as those presented in other studies in the area. Placer County and the three cities surrounding the project site each have their own traffic model, and each of those provides future year traffic estimates that differ somewhat from the estimates employed here (as well as from each other). Based on the review and adjustment process described above, the traffic forecasts used in this analysis are believed to provide a reasonable estimate of the future traffic volumes in the study area.

Cumulative Baseline Improvements

Over the next 20 years, extensive roadway improvements will be implemented in the study area. The extension of Roseville Parkway easterly from Galleria Boulevard (formerly Harding Boulevard) across I-80 to Taylor Road was recently completed. Cumulative analysis conducted for this project used traffic data gathered in the year 2000 and projected a twenty-year build horizon to assess the project's potential effects on transportation and traffic in the project area in the cumulative condition. Using the cumulative condition for the year 2020 covers the build out of projects planned and identified in the 2015 Capital Improvement Program, as described in the Sunset Industrial Area Plan EIR. The improvements that are currently in development and are expected to be completed within the cumulative analysis time frame (year 2020), are included in this analysis. Some of the planned improvement projects include the following (Fehr & Peers, 2000):

- The State Route 65 Bypass will be constructed around Lincoln as a two-lane road with a partial interchange at Industrial Avenue. The existing segment of State Route 65 (i.e., Old Route 65) will be widened to six lanes between Industrial Avenue and Sterling Parkway and to four lanes between Sterling Parkway and the Auburn Ravine Bridge.
- Interchanges will be constructed on State Route 65 at Sunset Boulevard and Whitney Boulevard.
- A 15-mile long, east-west transportation corridor, Placer Parkway, is proposed that will connect State Highway 65 with State Highway 70/99. The proposed Sunset-Athens Connector Road alignment lies within the Placer Parkway Study Area, and two of the possible alignments would cross the Sunset-Athens Connector Road.
- The extension of Foothills Boulevard northerly from its current terminus north of Blue Oaks Boulevard in the City of Roseville to Sunset Boulevard.
- The extension of Sunset Boulevard west from Cincinnati Avenue to Foothills Boulevard.

In addition, a number of local roadways will be constructed and improved in this time frame. The proposed Placer Parkway, which would begin at State Route 65 and extend west to State Route 99/70 as a freeway or expressway, was not assumed in place for this analysis because no alignment has been adopted and no funding has been identified.

Intersection Volumes

Intersection volumes for Cumulative No Project conditions were established through use of the Placer County model, as described previously. The model was modified as needed to assure that the following developments were included: (1) W. Roseville Specific Plan, (2) Placer Vineyards, (3) Placer Ranch, and (4) De Salle University.

The traffic model yields only PM peak hour volumes. Because previous studies have consistently shown intersection impacts in this area to be higher during the PM peak hour, no AM peak hour analysis was performed under cumulative conditions. PM Peak hour volumes for Cumulative No Project conditions are depicted in **Figure 6-1**.

Intersection Operations

Intersection levels of service for Cumulative No Project conditions were calculated for the study intersection, and are summarized in **Table 6-1**. As shown **Table 6-1**, three of the study intersections are projected to operate unacceptably under Cumulative No Project conditions. These intersections are Industrial Boulevard/Placer Corporate Drive, Sunset Boulevard/Cincinnati Avenue, and Sunset Boulevard/South Loop Road. The intersections would operate at an unacceptable LOS without

Insert Figure 6-1

the project. Detailed level of service analysis data is provided in **Appendix C**.

**TABLE 6-1
CUMULATIVE NO PROJECT INTERSECTION LEVEL OF SERVICE**

Intersection	Control & Geometry	Movement	PM Peak Hour	
			LOS	Delay (sec)
1) Industrial Ave / Athens Ave	Signal	All	C	22.7
2) Industrial Ave / Placer Corporate Dr	Signal	All	E	59.3
3) Industrial Blvd / South Loop Rd	Signal	All	C	31.3
4) Sunset Blvd / Cincinnati Ave	Minor Stop	All Worst	F	>100
5) Sunset Blvd / Placer Corporate Dr	Minor Stop	All Worst	A B	1.4 11.9
6) Sunset Blvd / South Loop Rd	Minor Stop	All Worst	F	>100
7) Sunset Blvd / SB SR-65 Ramps	Signal	All	B	12.8
8) Sunset Boulevard / NB SR-65 Ramps	Signal	All	A	19.6
9) Athens Ave / Sunset-Athens Connector	Minor Stop	All Worst	B D	12.2 32.3

Notes:

Unacceptable LOS Operation

Source: K D Anderson 2004; AES 2004

Cumulative Plus Project Conditions

The same basic area land use and circulation assumptions identified in the Cumulative No Project condition were included in the analysis of Cumulative Plus Project conditions. Under Cumulative Plus Project conditions, the Sunset-Athens Connector is assumed to connect to the Foothills Boulevard extension at a three-way intersection with Sunset Boulevard. Development of the proposed project will generally improve overall traffic operating conditions in the study area by providing additional north-south roadway capacity. Without the project, Industrial Avenue / Placer Corporate Drive, Sunset Boulevard / Cincinnati Avenue, and Sunset Boulevard / South Loop Road, would operate at an unacceptable LOS. With the connector, all study intersections can be mitigated to acceptable levels under cumulative growth conditions that include development throughout the region as well as full development of the Sunset Industrial Plan area.

Intersection Volumes

PM peak hour volumes for Cumulative Plus Project conditions are shown in **Figure 6-2**.

Insert Figure 6-2

Intersection Operations

Intersection levels of service for Cumulative Plus Project conditions were calculated for the study intersections and are summarized in **Table 6-2**. The LOS at the intersection at Industrial Avenue and Placer Corporate Drive would be improved in the Plus Project scenario to an acceptable LOS.

TABLE 6-2
CUMULATIVE PLUS PROJECT INTERSECTION LEVEL OF SERVICE

Intersection	Control & Geometry	Movement	PM Peak Hour	
			LOS	Delay (sec)
1) Industrial Ave / Athens Ave	Signal	All	C	21.1
2) Industrial Ave / Placer Corporate Dr	Signal	All	D	40.0
3) Industrial Blvd / South Loop Rd	Signal	All	C	28.6
4) Sunset Blvd / Cincinnati Ave	Minor Stop	All Worst	F	>100
5) Sunset Blvd / Placer Corporate Dr	Minor Stop	All Worst	A	1.4
			B	11.8
6) Sunset Blvd / South Loop Rd	Minor Stop	All Worst	F	>100
			F	>100
7) Sunset Blvd / SB SR-65 Ramps	Signal	All	B	17.6
8) Sunset Boulevard / NB SR-65 Ramps	Signal	All	A	12.2
9) Athens Ave / Sunset-Athens Connector	Minor Stop	C Worst	C	17.0
			E	46.1
10) Sunset Blvd./Foothills Blvd./Sunset-Athens Connector	Minor Stop	C Worst	F	>100
			F	>100

Notes:

Unacceptable LOS Operation

Source: K D Anderson 2004; AES 2004

6.2.1 IMPACTS AND MITIGATION MEASURES

The mitigation measures are needed as a result of the development in and around the project area. Placer County will update the Capital Improvement Program within the Sunset Industrial area to include these improvements, and therefore, will be mitigated by future development through the payment of their fair-share traffic fees.

CUMULATIVE PLUS PROJECT IMPACTS AND MITIGATION MEASURES

Impact

- 6.2.1 The proposed project could cause area intersections to operate at unacceptable levels of service under Cumulative Plus Project conditions. This impact is significant.**

The following intersections are projected to operate at unacceptable levels of service for Cumulative Plus Project conditions:

- Sunset Blvd / Cincinnati Ave
- Sunset Blvd / South Loop Rd
- Sunset Blvd / Foothills Blvd / Sunset-Athens Connector

Cumulative Plus Project PM peak hour volumes satisfy Caltrans peak hour signal warrants at these two intersections. Improvements will be required at Sunset Boulevard intersections with Cincinnati Avenue and South Loop Road for Cumulative Plus Project conditions. Detailed level of service analysis data for proposed mitigation is provided in **Appendix C**.

Mitigation Measures

- 6.2.1 The following mitigation measures are recommended at these two intersections for Cumulative Plus Project conditions:**

Sunset Blvd / Cincinnati Ave – Signalize the intersection, add two through-lanes at the eastbound and westbound approaches, add two northbound right-turn lanes at the northbound approach, and add two left-turn lanes at the southbound approach. Provision of these mitigation measures will result in acceptable LOS C operation for Cumulative Plus Project PM peak hour conditions.

Sunset Blvd / South Loop Rd - Widen and stripe Sunset Boulevard east of South Loop Road to provide an exclusive receiving lane such that the rightmost northbound right-turn lane functions as a “free” right turn lane. Provide dual northbound right turn lanes, with rightmost lane serving as an auxiliary lane for the southbound SR-65 on-ramp. Provision of these mitigation measures will result in acceptable LOS C operation for Cumulative Plus Project PM peak hour conditions.

Sunset Blvd / Foothills Blvd / Sunset-Athens Connector – Signalize the intersection, add an exclusive through lane, a separate turning lane, and a separate left-turn lane to the southbound and northbound approaches. Add two left-turn lanes and a separate right-turn lane to the westbound approach.

Athens Avenue/Sunset-Athens Connector – Signalize the intersection and include separate single lanes for each traffic movement.

Significance after Mitigation

Less than significant.

HAZARDS AND HAZARDOUS MATERIALS

The proposed project would not use hazardous materials, and is not being built on any site affected by prior hazardous materials contamination. No significant cumulative hazardous materials/public health issues are associated with the proposed project.

NOISE

Noise impacts from construction and increased vehicle traffic have been identified in the SIA Plan EIR as a significant and unavoidable impact. An analysis was conducted for the proposed project, as described below, to determine its contribution to this cumulative impact. **Table 6-3** summarizes cumulative plus project roadway noise reference levels. This reference level is compared to noise parameters for cumulative without project conditions, and the net change resulting from the proposed project's traffic contribution is noted. The proposed project would temporarily contribute to a cumulative noise impact from construction. The construction noise would be temporary, and long-term noise would be due primarily to transportation. However, no additional vehicle trips would be created by the proposed project. Rather, some existing traffic that utilizes Industrial Avenue would use the Sunset-Athens Connector Road instead.

Under the cumulative plus project scenarios, the proposed project does not result in a significant change to roadside traffic noise. In areas of existing or proposed residential land uses, net change in roadway noise as a result of the proposed project operation does not exceed 1.6 dBA peak-hour L_{eq} under the cumulative scenario. An increase in ambient noise of this magnitude is barely perceptible. Construction of the project would not add to cumulative noise impacts. The project's contribution to noise impacts would be less than significant.

**TABLE 6-3
CUMULATIVE NOISE LEVELS WITH AND WITHOUT PROPOSED PROJECT (dBA)**

Roadway Segment	Reference Noise Level ^a		
	Cumulative Without Project	Cumulative Plus Project	Net Difference
<i>Fiddymment Road</i>			
Athens to Blue Oak	67.4	68.3	+ 0.9
Blue Oak to Baseline	66.5	67.6	+ 1.1
<i>Blue Oak Boulevard</i>			
Fiddymment to Foothills	65.1	65.2	+ 0.1
<i>Foothills Boulevard</i>			
Blue Oak to Pleasant Grove	72.6	72.8	+ 0.2
Pleasant Grove to Baseline	75.4	75.5	+ 0.1
<i>Baseline Road</i>			
Fiddymment to Foothills	73.9	73.9	0
<i>Sunset Boulevard</i>			
State Route 65 to Atherton	72.6	72.6	0
Atherton to Stanford Ranch	71.8	71.9	+ 0.1
<i>State Route 65</i>			
Sunset to Sterling	81.6	81.7	+ 0.1
Sterling Westlake	80.1	80.1	0
Sunset to Washington	b	b	b

a Reference noise level is noise level 50 feet from center of roadway segment.

b Traffic data not provided for this segment.

Source: ESA, 1997.

GEOLOGY AND SOILS

The proposed project could cause a modest increase in the potential for erosion and sedimentation in the area, however the slopes at the project sites are mild, and standard erosion control measures would fully mitigate this impact. The only structure proposed to be built is the bridge over the intermittent stream, which will be designed and built to withstand seismic activity. No significant cumulative impacts related to geological issues would occur as a result of the proposed project.

HYDROLOGY AND WATER QUALITY

Cumulative effects related to water resources could occur in the following areas: downstream flooding effects due to change in permeable surfaces; and water quality effects to receiving water bodies due to altered quality of stormwater runoff.

Areas downstream of the proposed project site experience flooding, in part due to urbanization in the upper watershed and resultant increased stormwater runoff. Although the conversion of the 31-acre site from grassland to impervious road surfaces would not result in a measurable increase in flooding

downstream, when viewed in the context of the general urbanization of the upstream watershed, the project's contribution to downstream flooding would be cumulatively significant. Mitigation is specified in Section 4.7. Nevertheless, for the reasons described above and in Section 4.7, the proposed project constitutes a cumulatively significant and unavoidable impact to flooding, due to the increase in impervious surfaces.

The Regional Water Quality Control Board (Regional Water Board), through its regulatory authority over storm water and wastewater discharges, has incorporated basin-wide water quality planning into its permitting process. Through the Regional Water Board's basin planning and NPDES permit process, potential cumulative impacts to receiving water bodies have been considered and planned for. By following proper procedure under the NPDES permit process for stormwater discharges, the proposed project would not contribute to cumulative degradation of downstream water quality.

BIOLOGICAL RESOURCES

The proposed connector road will impact wetlands, including vernal pools. This impact would be relatively minor, but contribute to a cumulatively significant impact upon wetland habitat in the region. Through the USACE Section 404 and USFWS Section 7 permitting processes, mitigation for this cumulative impact has been specified (discussed in more detail in Section 4.8). The mitigation involved purchasing wetland creation and preservation credits at an approved wetland mitigation bank. Because these conservation measures were approved under a federal policy of a "no net loss" of wetland resources, this impact would be mitigated to a less than significant level. The proposed project does contribute incrementally to the cumulative loss of open space, and thus, wildlife habitat. The MOU between the Tribe and Placer County specifies a yearly monetary contribution toward the Placer Legacy Program that preserves open space, reducing the level of significance of this impact upon open space.

AIR QUALITY

Implementation of the proposed project, by temporarily adding to regional air pollution, would contribute to a cumulatively significant air quality impact. This impact was identified in the Sunset Plan EIR. Construction of this project will generate ROG, NO_x, and PM₁₀. While temporary, this additional amount of emissions may limit PCAPCD's ability to meet Federal and State attainment deadlines or goals. Mitigation measures identified in Section 4.9 will reduce this impact to the extent feasible. Nonetheless, the proposed project constitutes a cumulatively significant and unavoidable impact to air quality from construction and mobile sources.

CULTURAL RESOURCES

The proposed project would not significantly contribute to loss of or affect important historical, archaeological, or paleontological sites in Placer County. No prehistoric sites within the project

boundaries were identified based on relevant criteria for inclusion in the National Register. Cultural resources are afforded substantial legal protection through Section 106 of the National Historic Preservation Act and CEQA, and impacts to cultural resources are required to be mitigated. No significant cumulative impacts related to cultural resources would occur as a result of implementation of the proposed project.

UTILITIES AND SERVICE SYSTEMS

The proposed project does not utilize utilities or public services, and thus the proposed project should not contribute to a cumulative impact for law enforcement, fire protection, emergency response, or other public services.

AESTHETICS

The proposed project would contribute to some loss of aesthetics of visual open land and an increase of the nighttime illumination in the area. However, the proposed project is in a designated zone for industrial development and is consistent with the land use plans for Placer County and the Sunset Industrial Area. The MOU between the Tribe and Placer County specifies a yearly monetary contribution toward the Placer Legacy Program that preserves open space. Thus no significant cumulative impacts related to aesthetics would occur as a result of the proposed project.

6.3 SIGNIFICANT UNAVOIDABLE ADVERSE IMPACTS THAT COULD NOT BE AVOIDED IF THE PROJECT WAS IMPLEMENTED

No significant unavoidable adverse impacts would result from implementation of the proposed project if all recommended mitigation measures are adopted, with the exception of the following five cumulative impacts: 1) the cumulative loss of agricultural land and open space, 2) increased cumulative air emissions from construction, and 3) increased stormwater runoff to area streams.

6.4 SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES WHICH WOULD RESULT FROM THE PROPOSED ACTION SHOULD IT BE IMPLEMENTED

Significant irreversible environmental changes are effects that significantly and permanently alter the normal functioning or the normal setting of the natural or cultural environment. These may include, for example, a large commitment of nonrenewable resources, or irreversible damage resulting from environmental accidents associated with a project. The proposed project would not cause any significant, irreversible environmental changes.

6.5 EFFECTS NOT FOUND TO BE SIGNIFICANT

As required by CEQA, this Draft EIR focuses on expected significant environmental effects (*CEQA Guidelines Section 15143*). An Initial Study was prepared for the proposed project to identify issues to be evaluated in this EIR (**Appendix A**). Comments received on the Initial Study helped further refine the list of environmental issues to be evaluated in this EIR.

A summary of resource-specific issues that were eliminated from detailed analysis in this EIR is provided in the Initial Study. Some of the impacts analyzed in this EIR are considered to be less than significant, requiring no mitigation. Other impacts, (i.e., those which are considered to be potentially significant or significant) can be reduced to a level that is less than significant with the implementation of the proposed mitigation measures. All impacts considered to be less than significant are summarized in **Table 1-1** in Chapter 1.0 (Executive Summary) of this document.